

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document (see **Table 2-1**).

Table 2-1 Issues with No Adverse Impacts

Resource Topic	Reasons for No Effect
Growth	<p>The project is located in an urban area that is predominantly built-out within Concord's urban limit line. Future development within the urban limit line would include primarily in-fill or redevelopment of existing land uses. The likelihood of a highway project causing growth-related impacts within an urban area, such as at this project's study area, is low because of its built-out land use conditions.</p> <p>Population and employment trends are anticipated to increase over time in the area. Likewise, the Concord General Plan EIR discusses growth management plans and strategies to accommodate such projected growth. Such strategies include reducing traffic congestion by understanding the relationship between land use and transportation, reducing commuter trips and length, and participating in multi-jurisdictional transportation planning efforts. Additionally, the growth management plan supports improved bicycle and pedestrian circulation and linkages. Improvements would not influence growth, but rather accommodate growth already occurring.</p>
Land Use	<p>The existing SR 242 corridor generally divides the northeastern portion of the city from the Concord Central Business District and remaining areas of the city. The project proposes improvement to the existing interchanges and local roadways, and would not physically divide an established community.</p> <p>The project proposes to reduce congestion and improve traffic operations at the SR 242/Clayton Road and SR 242/Concord Avenue interchanges; enhancing mobility for all travel modes in the study area. Such efforts are the goals of local and regional planning documents. As a result, the project would be consistent with the applicable local and regional planning efforts.</p> <p>The project is located in a highly urbanized, developed area of Concord. No habitat conservation plans exist in this area. The project is consistent with the following regional and local plans and programs: Plan Bay Area, Contra Costa County Transportation Plan, Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Plan, City of Concord General Plan, and the City of Concord Trails Master Plan.</p>

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Resource Topic	Reasons for No Effect
Farmlands/Timberlands	The project limits are not located near any prime farmland, unique farmland, or land of statewide or local importance according to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Further, the Build Alternatives are not located near any land protected under the Williamson Act.
Coastal Zone	The project limits are not located in the Coastal Zone. As such, no coastal resources would be directly affected by construction or operation of the project.
Wild and Scenic Rivers	The project limits are not located near any rivers designated as part of the National Wild and Scenic Rivers System. The closest designated river is the American (Lower) River in Sacramento, and is approximately 50 miles away. As such, no wild or scenic rivers would be directly or indirectly affected by construction or operation of the project.
Mineral Resources	Mineral Resource Zones (MRZs) are areas of land classified by the State Geologist based on geologic and economic factors with the intent to help identify and preserve significant mineral deposits for future use. MRZ classifications include construction materials, industrial and chemical mineral materials, metallic and rare minerals, and non-fluid mineral fuels. The area surrounding the project limits is classified as MRZ-1, indicating there are likely no significant mineral deposits. As such, no mineral resources would be affected by construction or operation of the project. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal resources (DOGGR), there is a plugged dry gas well approximately 1 mile northwest of the project. No oil, gas, or geothermal wells are mapped within or adjacent to the project limits.
Energy	The project involves no planned use of natural resource beyond fuel and energy needed during construction activities. The energy needed to power the operational aspects of the project would be minimal (i.e. traffic signals and street lighting), and would be adequately supplied by existing Pacific Gas & Electric (PG&E) electric power mix. Furthermore, the project would help reduce wasteful energy consumption by improving operations and alleviating traffic congestion. When balancing energy used during construction and operation against energy saved by relieving traffic congestion and other transportation efficiencies, the project would not have substantial energy impacts.

Resource Topic	Reasons for No Effect
Community Character and Cohesion	<p>The project would enhance access and connectivity of the community, helping to support residents' ability to access and participate in community events. All roadway and associated improvements are either on, or immediately adjacent to, the existing freeway; therefore, no new physical or perceptual barriers would be created. The changes to access in the immediate area of the project would not adversely affect the community, as the improvements would enhance circulation and access in the area.</p> <p>During construction, temporary roadway closures might disrupt routines of community members for a short period of time. Residents and businesses whose access may be affected would be notified in advance of construction activity and a TMP would be in place to manage construction, detours, etc. (see Section 2.1.4, Traffic and Transportation/Pedestrian and Bicycle Facilities). Construction work would be limited to within or immediately adjacent to the SR 242 corridor and would be temporary; therefore, no new physical or perceptual barriers would be created. No division of existing neighborhoods or disruption of routines would result.</p> <p>Construction would occur at a distance from the Concord Central Business District (CBD), community centers, and parks and recreational areas where community members usually congregate for festivals, the farmer's market, and other community events. The Build Alternatives would not negatively affect community cohesion.</p>

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